

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

### Office of Policy & Government Relations

**Herman Stockinger, Director**

4201 East Arkansas Avenue, Room 275  
Denver, Colorado 80222  
(303) 757-9772



**DATE:** September 20, 2012  
**TO:** Transportation Commission  
**FROM:** Kurtis Morrison, Office of Policy & Government Relations  
**RE:** 2013 CDOT Legislative Agenda

This memorandum summarizes the 2013 CDOT legislative agenda, including the process by which bills were selected and vetted, and the final bills which CDOT will request to be introduced in January 2013, when the General Assembly convenes. To meet all procedural deadlines established by the Governor's Office, the Office of Policy and Government Relations undertook the vetting, evaluation, and approval process stated in Table 1.

**Table 1.**  
**2013 Legislative Agenda**  
**Evaluation, Vetting, and Approval Process**

Deadline	Objective	Complete
<b><i>Internal CDOT Process</i></b>		
July 1, 2012	Call for Bill Proposals to Senior Management Team	✓
August 1, 2012	Deadline for Staff to Submit Bill Proposals to OPR	✓
August 1 – 19, 2012	Vetting of Bill Proposals, Drafting Bills/Support Materials by K.Morrison	✓
August 20, 2012	Senior Management Team Briefing Discussion of Bill Proposals	✓
August 22, 2012	Presentation of Bill Proposals and Recommendations to Executive Director Hunt to Determine Bill Requests to the Governor's Office	✓
August 23, 2012	Approval of Bill Requests by Executive Director Hunt	✓
<b><i>Presentation to Governor's Office</i></b>		
August 29, 2012/ September 5, 2012	K.Morrison Advance Meeting with the Governor's Legislative Staff to Discuss Bill Requests	✓
September 14, 2012	Submission of Materials to the Governor's Staff in Advance of September 18 Meeting	✓
September 18, 2012	Presentation of Bill Requests to Governor's Office by Executive Director Hunt	✓
September 2012	Approval of Legislative Agenda by Governor's Office	✓
November 2012	Request Bill Sponsors	

### 2013 Legislative Agenda

**Bill 1 – Motorcycle Operator Safety Training Program Improvements.** In September 2011, the State Auditor's Office submitted its findings to the Legislative Audit Committee on the CDOT Motorcycle Operator Safety Training (MOST) Program. If the program were to be continued, the State Auditor recommended that the program implement a number of changes to strengthen the program's administration and oversight. CDOT also conducted a survey and stakeholder meetings with program customers,

motorcycle clubs, and other interested parties to evaluate the program, resulting in a number of program improvement recommendations. This bill request would implement the recommendations from the State Auditor and the CDOT survey and stakeholder meeting. Specifically, the bill would:

- establish a statutory prohibition on the use of MOST reimbursements by vendors for capital business expenses (i.e. motorcycles, helmets, books, etc.);
- create a statutory advisory and oversight committee;
- require an annual report to the General Assembly;
- direct CDOT to establish a data monitoring and evaluation system of MOST program graduates and related motorcycle safety statistics (i.e. injuries, fatalities); and
- create a “sunset review” of the program requiring the General Assembly to reevaluate CDOT’s progress in improving the program over the next several years.

***Bill 2 – Weigh Loads Conforming Change with Federal Law.*** Federal law dictates weight limits for vehicles traveling on federal-aid highways. All states, including Colorado, establish weight limits in state law that mirror the federal statutes. Any state laws establishing weight limits that conflict with federal weight laws place CDOT in jeopardy of losing federal transportation funds. In working with our federal and private sector partners, CDOT determined that Colorado vehicle weight law has an inconsistency with federal weight law. Federal law requires that the gross weight limit of a vehicle be determined by a federal formula accounting for number of axles and length, not to exceed 80,000 pounds. Whereas the state law requires that the gross weight limit of a single vehicle be limited to no more than 36,000 pounds for a single vehicle of two axles, or no more than 54,000 for a single vehicle with three or more axles. The bill proposal would reconcile this inconsistency by striking the 36,000 and 54,000 weight limits for two axle and three or more axle vehicles, leaving the federal formula limit and 80,000 pound cap in place.